

THE LOUISVILLE DAILY JOURNAL.

VOLUME XXIV.

LOUISVILLE, KENTUCKY, FRIDAY, AUGUST 19, 1864.

NUMBER 264.

LOUISVILLE JOURNAL
PRINTED AND PUBLISHED BY
PRENTICE, HENDERSON, & OSSURSE,
JOURNAL OFFICE BUILDING,
Second Street, between Third and Fourth.

TERM OF SUBSCRIPTION—12 ADVANCE
12 months, \$12.00
6 months, \$6.00
3 months, \$3.00
1 month, \$1.00
Weekly, per copy, 25 cents
Monthly, per copy, 50 cents
The enclosed value of paper and ink, with 25 cents extra for postage, suffices us to have our bills of subscription.

THE LATE CAPTAIN CRAVEN.—Captain Amos McDonald Craven, who was lost on the Monitor *Tremie* during Farragut's attack on Mobile, was a native of New Hampshire, and entered the navy as midshipman on the 24th of February, 1839. He served in 1830 in the sloop-of-war *Boston*, of the Mediterranean squadron, and in 1834 joined the sloop-of-war *St. Louis*, in West India waters. In 1835 he was warranted as a paid midshipman, and in 1836 was a short time engaged at the National Observatory, but, seeing that this was not satisfactory work, he asked to be relieved, and was, at his own request, placed on the Coast Survey, of which he became one of the most useful and excellent officers.

In 1841 he was promoted to a lieutenancy, and was attached to the sloop-of-war *Faith* until 1843, when he was transferred to the receiving-ship *North Carolina* at New York. A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West. The Board of Underwriters of New York presented his wife with a service of plate, and sent to the Captain a complimentary letter, in appreciation of the desire he had always evinced to render such assistance to the commerce of our country as could properly be extended in the performance of duty, and for rendering, on several occasions, important services to American vessels in distress in the vicinity of Key West, Florida.

In April, 1861, Captain Craven was appointed commander of the new sloop *Tuscarora*, and was sent after rebel pirates. His unsuccessful chase after the Alabama worried him, and as soon as possible he sought more active service, and applied for the command of one of the monitors. He took charge of the *Tennessee* early in the present year, and rejoined the James river flotilla. Recently he was ordered to reinforce Admiral Farragut, and with him made the assault on the defences of Mobile. A rebel torpedo blew up the *Tennessee*, and Captain Craven was not permitted to share in the victory which apparently awaits our fleet at Mobile.

Captain Craven was a brave, true-hearted, and most skilful officer; a man over ready to serve his country, devoted to the service in which the greater part of his life was spent, and thoroughly trained, not only in all that belongs to seamanship, but in the highest branches of his profession. He was one of the best hydrographers in this country, and his services on the Coast Survey were invaluable. He had served his country over thirty-six years, and his loss will be severely felt; but he died as brave men like to die, facing the enemy.

A WOMAN SOLDIER.—A very good-looking soldier "gal," says the Nashville Press, made her appearance at the Provost Marshal's office in Nashville on Tuesday night, dressed in a suit of blue, with artillery trappings. She was arrested by Lieut. Fletcher, who states that she enlisted Monday morning as a member of battery C, 1st Tennessee artillery, under the name of John Hoffman. She gives her real name as Louis Hoffman, says her father and mother reside in New York city. She states that she originally belonged to the 1st Virginia cavalry, and was in both of the Bull Run fights. Since that time she has enlisted in the 1st Ohio regiment, becoming tired of which avocation, she determined to enlist as a soldier in the artillery service. She makes a very handsome soldier, and it looks like a pity that she should be deprived of the privilege of following a life so much devoted to.

MILITARY EXECUTION AT JEFFERSON CITY.

We learn from the Missouri State Times that John P. Wilcox, convicted of bushwhacking, was shot by military order at Jefferson City on Friday last. Wilcox was condemned by a military commission, and the sentence of death approved by General Brown some months since. He was reprieved by General Rosecrans, though still kept in confinement. Wilcox escaped an escape from the military prison, but was recaptured, and the band of Shreveport's guerrillas, with which he had been connected, still continuing their depredations, in spite of an order of General Brown, that Wilcox should be shot upon the reputation of these officers, he was executed at 3 o'clock Friday afternoon. In his statement to the clergyman who attended him, Wilcox insisted that he was not a bushwhacker, and made out a strong case of injured innocence, but the authorities could not see it.

THE WHEELING INTELLIGENCE of Monday, very good joke on General Hunter and staff, which, though it occurred some time ago, has never appeared in print. When the General was moving from Parkersburg to Cumberland via Clarksburg, it was decided by the military authorities at the latter place to fire a salute upon the arrival of the train. The guns were brought out, and when the whistle was heard the fire commenced. Instantly the lights were put out, and, overhasty upon the train dropped flat upon the floor of the cars, suspending the train was being fired upon by the rebels. The alarm which was felt for a time was soon taken to be mere alarm when the facts were made known.

THE coal-oil well recently sunk near Rock Haven, Meade county, Kentucky, we are informed, is but thirty-five feet deep, and yields from eight to eighty-five barrels of crude oil per day. A number of other wells are being sunk in that vicinity, and the prospect is that, in Meade county, Kentucky, and Clevland county, Indiana, we shall soon have a coal-oil excitement equal to that in Pennsylvania a few years ago.

THE fish in Little river, Conn., were poisoned the other day with sulphuric acid, from a factory at Hartford. There had been a total stoppage of water near the factory for twenty-four hours, and the poison as soon as the water was "let off" by the heavy rains entered the river below in large doses.

A sarcophagus of marble, after the old English eye, and in the same shape, is to be placed in the crypt of the new cathedral of St. Star King, by the Unitarian party, in San Francisco. In carrying out this purpose, the remains are to be removed from the church to another place, and connected with it, to repose in a crypt, or in a sarcophagus, of marble, and nature ripens.

The trustees of the President's in this case, are justified upon the right of the "war power," and the President himself claims the right to do anything which he may think will impress the rebellion.

Having interceded with him before he departed from Europe, I can leave my enemies to attack the pretensions therein defined, while with my friends I can have a little time to go for a long time. This is the deepest of the pride, that no master how good the field-stewards, and how plentiful itself, and all the more substantial estates, still a little desire, and a little pie add much toward giving personal good feeling to the gastronomical menu.

A MODEL DEPARTMENT.

The Department of the *St. Louis* is a model department, and the military circle is a model.

ON THE 1st of August, 1864, it was a theatre of constant conflict, a whirlwind, bushwhacking and murder being the scene of the day. Gen. Sherman, as commander of the army of the Tennessee, I believe, is the only man in the world who can be a match for the rebels.

THE LIPSONS are to be married on the 1st of August, 1864, in the church of the

LETTER FROM HON. AMOS KENDALL,
Boston, Mass., July 29, 1864.

Sir: Your short letter accepting the nomination as a candidate for the Vice-Presidency in the Baltimore Convention with an address, and in some instances on from all communication with family, friends, or counsel.

The subscription of newspapers and

magazines in Boston.

Very truly yours,

AMOS KENDALL.

We set it in the unassassable, searchless and science of persons and powers, in direct violation of the Constitution.

In arrest of omnious individuals and their imprisonment without warrant or charges preferred, and in some instances on from all communication with family, friends, or counsel.

The subscription of newspapers and magazines in Boston.

Very truly yours,

AMOS KENDALL.

THE LATE CAPTAIN CRAVEN.—Captain Amos McDonald Craven, who was lost on the Monitor *Tremie* during Farragut's attack on Mobile, was a native of New Hampshire, and entered the navy as midshipman on the 24th of February, 1839. He served in 1830 in the sloop-of-war *Boston*, of the Mediterranean squadron, and in 1834 joined the sloop-of-war *St. Louis*, in West India waters. In 1835 he was warranted as a paid midshipman, and in 1836 was a short time engaged at the National Observatory, but, seeing that this was not satisfactory work, he asked to be relieved, and was, at his own request, placed on the Coast Survey, of which he became one of the most useful and excellent officers.

In 1841 he was promoted to a lieutenancy, and was attached to the sloop-of-war *Faith* until 1843, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast Survey, visited on official business the Isthmus of Darien, and, leaving the Coast Survey in 1855, was appointed to the command of the steamer *Mohawk*, of the home squadron, stationed on the coast of Cuba, to intercept slaves.

When the rebellion broke out, Captain Craven was placed in command of the *Orsader*, and had an important share in preserving for the Union the Fortress of Key West.

The *Orsader* was lost on the 24th of April, 1864, when he was transferred to the receiving-ship *North Carolina* at New York.

A short time after he was on the *Lexington*, and from 1844 to 1847 was on furlough.

In the latter year he was on the *eraise* taken by the *Dale*, of the Pacific squadron. From 1850 to 1855 he was employed on the Coast

AGENTS AND WEEKLY SUBSCRIBERS.—In consequence of the continued and ever-increasing connected publishing of our papers, we can take no more subscriptions to our Weekly at cents. We must have \$1.50 per week every subscriber.

CONVENTION.—HALF-PARTNERSHIP.—New Albany, and Chicago Company have agreed to carry on the Democratic National Convention at Chicago on the 20th instant. The tickets to go good will last to the 30th of September.

ORDER FROM GENERAL SHERMAN.—PRESIDIUM AND REPROCESSES TO BE FURNISHED TO INTERIOR POINTS.—days, etc., Captain Joice, Commissary for rebel prisoners in the State, addressed a communication to us, saying that the large number of rebels who had crossed the Ohio river to remain during the inflicting serious injury upon the Indians, and especially on the city of Louisville, and that the evil was not released in the same proportion as the injury resulted to the Indians. Under existing orders, the only option for him to pursue was to release on the north bank of the river. He was not authorized to furnish supplies to the interior portion of the country, and consequently large numbers left without equipment or any supplies for employment, except an excess of the demand for labor. Many who were released north were in destitute circumstances, able to pay their passage by rail or to point where their employment was obtained. The evil was a serious cause of loss to the city of Louisville, and was calculated to develop.

Dr. G. H. Turner, of the U. S. Army, addressed a communication to us, saying that the large number of rebels who had crossed the Ohio river to remain during the inflicting serious injury upon the Indians, and especially on the city of Louisville, and that the evil was not released in the same proportion as the injury resulted to the Indians.

Such is the statement made on Mr. Turner's behalf. How much of it is disputed, or whether it is disputed at all, by the friends of Mr. Shadlock, we are not apprised. We give it simply on *ex parte* statement from a highly respectable source.

DAIRY'S GREAT SHOW.—The interest in this world-renowned circus does not lag, and our citizens still flock to the pavilion, crowding it to its utmost capacity. The new style of equestrian introduced into the arena by Mrs. Da. Rice, the beautiful lady and accomplished rider, on her well-trained steed, is something novel in the ring, and is keeping with good taste. Dressed in a neat habit of black, she sits upon her horse, and, through the most trying evolutions, maintains her graceful ease. Dan, the prince of showmen, is the life of any exhibition. He appears before the audience without the dabbing of paint and tawdry make-up so common to clowns. He stands alone on his merits, and his bon mots of wit and wisdom fall upon the fresh and sparkling like the rain drops on the dropping summer grass. Harry Cook's trained dogs and monkeys we could never tire. Their acting is so life-like, and they exhibit a knowledge and careful training that might put to shame some of the dandified representatives of the *genus homo*. The exhibitions will be contained every afternoon and evening for the present week.

CORONEL J. H. FERRY.—No promotion in military circles, for a long time, has been so warmly approved by one people as that of Captain Ferry. We have been acquainted with the Captain since the decease of the lamented Major-General Nelson, upon whose death he was then Quartermaster. This position was sufficient to indicate Captain Ferry's ability, for Nelson was not accustomed to have any assistants who were not competent and energetic. Since this period, Captain Ferry's duties, multifarious and perplexing as they have been, have been discharged with a promptness and energy which have elicited commendation from all with whom he has been brought into contact. We are gratified that the Government has raised him to the rank of Colonel, and placed him in charge of this post as Chief Quartermaster. The interests of the Government in this branch of the service could not have been committed to better hands.

VIEWS OF CAVILLE CEMETERY.—Mr. Will Beninck has taken some exquisite views by photograph of several of the most charming monuments in the sweet, last bed where so many of our loved and honored, are quietly sleeping "after life's fitful fever." Among them are the superb architectural model monument of Lithgow, Smyser, & Smith, and the family vault of Captain S. Sherley. Mr. Beninck has been peculiarly happy, both in the selection of the subject of his scenes and the time of taking them, so that his pictures are as valuable as works of heliographic art for being highly prized souvenirs to friends. They may be seen at the gallery on the northwest corner of Fourth and Jefferson streets, and, when the last-borders in Caville Hill have seen them, we have no doubt Mr. Beninck will receive many orders for similar remembrances. He is fully competent to execute them, and we commend to the general attention of our citizens the specimens which he is prepared to exhibit.

RAILROAD ACCIDENT.—The accident to the train No. 2, over the Nashville Railroad on Wednesday night, one mile this side of Elizabethtown, was caused by a culvert giving way at the full weight of the locomotive. The recent heavy rains had swollen the streams, and the rushing of the water through the channel had displaced and weakened the masonry. Five cars were bodily damaged by the accident, and three persons injured. In consequence of the mishap, the train over the road yesterday was shown out of time. As the breakage could not immediately be repaired, the trains met at the interruption, and transferred their passengers from one side to the other, each train returning to the point of starting in the morning. This arrangement occasioned considerable delay, and the regular mail from Nashville arrived in the city nearly three hours behind time.

RAILROAD ACCIDENT.—Two men named Welch and Welch were arrested yesterday by military police, charged with assaulting soldiers on Hancock street. The case was very aggravated, one, and called for inspection on the part of the authorities, that Welch, who is a discharged soldier from the regular army, was in company with the celebrated Edward Hines, to whom the wonderful Performing Horse, B. A. GOURNARD, A FASHIONABLE THREE, A GAY HORSE, was sold.

The third department, which will complete the picture, will be furnished tomorrow.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

RAILROAD ACCIDENT.—The day of the accident, the mail was sent out of time, and the regular mail from the road was shown out of time.

LOUISVILLE JOURNAL

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers. Moreover, General Scott was in Paris very soon after the battle of Waterloo, and there acquired the friendship of the leading captains of that great man, soldier, and statesman, who had given Europe new and memorable lessons in the art of war, during twenty years. It is evident that, provided his present rotundity of the Privy Council having relieved him of the responsibility of the public service, the particulars of General Scott's a great deal to communicate. A singularly interesting work may be expected. It will occupy two volumes, containing about eleven hundred pages, and will be published by Messrs. Sheldon, New York.

The number of military commanders who have written their own memoirs is very small. First among them is Xenophon, who, however, was rather historian and philosopher than soldier, though he was in the battle of Delos at the age of twenty-two, where, sharing in the general flight, he fled from his horse, and was rescued by Sostratus, who bore him on his shoulders to a place of safety, and trained him up as his pupil. He was in the expedition of Cyrus the younger against Persia, but only as a civilian. When the Greek army was wholly disorganized, after the death of Cyrus in the battle of Cunaxa, Xenophon volunteered to conduct his countrymen home, and, chiefly under his direction, was able to effect a "Retreat," of which he has left a minute and graphic account in the "Anabasis." Scarce less interesting is the work written by Jules Caesar—the renowned "Commentaries"—in which he describes his campaigns in the Gallic War. Prince Eugene, companion in arms of the famous Marlborough, wrote his autobiography; so did Darnielle, a noted French General of the first revolution, whose exit from public life preceded the rise of Napoleon, and so, indeed, did Napoleon himself, who died at St. Helena, the promise he had made to his soldiers at Fontenbleau, when he took leave of them on the eve of his departure for Elba, that he would record the great achievements they had performed together.

It was Wellington's constant purpose, after sheathing his sword at Waterloo, to have written his own Military Memoirs, but engagement in civil life, and the almost constant necessity, of daily recurrence, for administering the direction of the army of England, as Commander-in-Chief, prevented his carrying out this intention. However, he left sufficient "memories pour servir," of which historians have already availed themselves largely, in his voluminous and important despatches and correspondence, edited, under his own supervision, by Colonel Gurwood. It will then be seen that great soldiers have not added much to literature. Several of Napoleon's captains have written books, it is true, but when these did not exclusively relate to campaigns in which they have served, they rather were contributions to his history than records of their own. His soldiers, whatever their rank, seem ever to have valued his fame far above any that could be claimed for them selves.

Winfield Scott does well to place his autobiography before the world. All his life he has emphatically been a soldier. He is pleased God to make him a successful one, and his own good conduct has prevented any blot upon his escutcheon. He is the American Bayard, "sans peur et sans reproche."

The life of such a soldier must convey a great moral lesson to his countrymen.

THE AMERICAN CONVENTION.—Our reader may occasionally have seen allusions to the dissensions which prevail in the church of England, as regards both doctrine and discipline. They will have perceived, in connection therewith, the operation of a body called "Convocation," which arrogates to itself supreme jurisdiction over the religious opinions of all members of the church, lay and clerical; but it is possible that many will be unacquainted with the history and functions of this body, and we therefore, transfer from the Philadelphia North American an article devoted to the consideration of its operations on a recent occasion, affording a remarkable instance of collision between a living jurisdiction and an obsolete one. There have, it is said, of late years been some singular developments in the church of England, amounting in some cases to a denial of her authority in matters of private belief, and in others to a doubling of the soundness of her doctrines. Bishop Colenso has carried the latter to the extreme in casting doubt not only on the teachings of the church, but on the genuineness of the sources whencever derive them. The authors of the Essays and Reviews have carried the former to a very dangerous length, impugning the authority of the Thirty-nine Articles as interpreted by the Church, and the obligation of ministers to subscribe them. The Rev. Messrs. Wilson and Williams, two of the prominent writers in these remarkable Essays, tell under the seal of the ecclesiastical authorities some time since, and were cited before the courts for heresy. They were found guilty, and condemned to censure and suspension. Against this sentence they appealed to the Judicial Committee of the Privy Council—the appointed appellate tribunal in such cases—and their cause was argued at full length by the ablest counsel on both sides, the decision of the Court of Appeal being a species of compromise between the litigants. It is not with these proceedings at common law, however, that we have to do at present. The Church itself, alarmed at the latitude of opinion sought to be established, thought proper to take steps of its own for the maintenance of its authority, and Convocation, therefore, took what is called "synodical action" on the Essays and Reviews, and formally condemned them by the solemn judgment of both Houses.

The convocation of the clergy is a very ancient institution. It originated in the immunity from secular taxation formerly claimed by the church. In the days of the Plantagenets this immunity was disputed by the arbitrary prince of that race, and to escape their threatened violence the clergy agreed to tax themselves—that is to say, to decide what should be the amount of their contributions to

MILITARY.

THE NEW PHASE IN EUROPEAN POLITICS. The New York Times says a German Confederacy, in tracing Denmark, seems to be among the strange possibilities at this time in the political future of Europe. England, who has urged her friend into a fight, and turned the cold shoulder in the time of need, may be compelled to be her old ally in fraternal unity with her enemy. It would be a wonderful instance of retribution if the German Confederacy should become a great naval power, and hold the keys of the Baltic, and rival Great Britain, because British diplomacy had promised and threatened, and then weakly abandoned an ally. It seems too striking an instance of poetic justice to be possibly true. We believe it is too great a change to be at once effected.

The Danish people must have some pride of nationality and blood, and we would naturally suppose would prefer a union with the Swedes and Norwegians, their nearer relatives, and speaking substantially the same language, to one with Germany. War and difference of tongue and literature may have caused some antipathies which are not so easily softened. They might naturally fear the Germanizing of their school and language, and the entire obliteration of Denmark. The old navy, glories of the brave little kingdom, are not entirely forgotten, and there must be many who would not willingly exchange the Danish history for the protracted and doubtful records of a German "Union."

But all such considerations of sentiment must sink away before stern necessity. The kingdom is abandoned by all the world. She must choose between almost annihilations and a position like that of Hess, Cassel, or a German kingdom, with small territory and scant population, or a high rank as an independent State, member of a great Confederacy, and to be sustained by all the other members. Her language and independent nationality could be preserved, even as those of Austria and Prussia are, while she would have the power and resources of fifty millions of people behind her. Her duty to be furnished to the Federal armies would not be exorbitantly heavy, and, though her population would not entitle her to any great influence in the Diet, her naval power and skill would make up for this deficiency. She would continue, in all probability, to possess both Schleswig and Holstein—as when they were all German, there could be no weighty objection to a union of these provinces with the kingdom. Denmark would become the great naval and maritime outlet of the vast German Confederacy. An immense marine business would concentrate in her harbors. There the future German navies of iron-clads and frigates would to build, to issue forth and contest the empire of the Baltic with Russia, or that of the North Sea with England. She would become prosperous as she never was before. Such are the inducements and necessities to further this proposal for a new union with Germany.

But of what will powers? If it cannot deal with heresy and other grave spiritual offences, it becomes a mere phantom of a Parliament. In the recent case above alluded to it is not want of authority which has been given to the Crown to sit for the transaction of business. England has, therefore, two Parliaments, one lay, the other clerical.

But of what will it be? What are its powers? If it cannot deal with heresy and other grave spiritual offences, it becomes a mere phantom of a Parliament. In the recent case above alluded to it is not want of authority which has been given to the Crown to sit for the transaction of business. England has, therefore, two Parliaments, one lay, the other clerical.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.

GENERAL SCOTT'S AUTOBIOGRAPHY.—In a short time two volumes will be published in New York, which will much read, and, we venture to predict, very generally entitled. Hard, indeed, is the who could speak unkindly of "Memorial of Lieutenant-General Scott, L.L.D., written by Himself." With the specter for the age, the character, and the services of the veteran, the public will gaily receive his own story, from his own pen, notably closely comparing his style with that of practised writers, but gladly accepting the light which his pen's observations, knowledge and experience cast upon many passages of our national history. Dr. Winfield Scott has always been a plain, straightforward writer. His despatches are models of lucidity and clearness. He has not disdained, in order to mark the circumstances under which he wrote, to mention even that "heavy note of song." He practised law for a few years; his misfortune rather than his failure before he entered the more congenial military profession, has ever carefully eschewed speech-making. Though the Whig party ran him for the Presidency in 1852, he was no more a politician than John Wilkes of whom his notoriety was a Wilkes. From the time he entered the army to his retirement, in November, 1861, his services covered a period of fifty-three years. He has given a great deal to the Saxon and the Fox; in the Seminole war; in the conquest of Mexico; and, finally, as chief-of-command in the early part of the present war. Not in this all. Winfield Scott acted as negotiator and diplomat in Canada, in 1812, in England, at the close of the campaign which was ended with Jackson's victory at New Orleans; in South Carolina, when nullification had nearly ripened into rebellion; again in Canada in 1839, after the burning of the Congress had nearly caused hostilities between the United States and Great Britain; and in 1852, the Northwest boundary difficulty again threatened to draw in the inextricable between the great powers.